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No. 11,994. 銀四十九百九千壹萬壹第 日四十月六日二十二年光

# Hongkong Daily Press.

ESTABLISHED 1857.

HONGKONG, FRIDAY, JULY 24<sup>th</sup>, 1896.

五界圖 聖四十二月七日六十九百八千壹英港香

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## SHIPPING

ARRIVALS.

JULY 23. RANIER, British steamer, 1,245 t.  
Stott, Carter 23rd July, General.—BUT

TERFIELD & SWIRE.

JULY 23. LOOSOK, British str., 1,050, JACKSON,  
Saigon 19th July, RICO.—BUTTERFIELD &  
SWIRE.

JULY 23. OCEANA, German steamer, 1,728, H.  
FRIEDRICH KROE 18th July, General.—SIEBEL  
& CO.

JULY 23. FUCHSIA, British str., 991, K. V.  
ANDERSON, Wainwright 17th July, and CHINKIANG  
18th, RICE and General.—JARDINE, MA-  
THESON & CO.

JULY 23. COSMOGRAPH, German str., 552, A.  
HOLZ, MANILA 19th July, SAGAN.—JENSEN  
& CO.

JULY 23. PALAWAN, British str., 2,095, C. GIDD,  
Japan 9th July, General—P. & O. S. N.  
CO.

JULY 23. BENVENUTO, British str., 1,467, J.  
SARCO, London and Singapore 17th July,  
General—GIBL, LIVINGSTON & CO.

JULY 23. DIAO, German str., 1,077, BROWN,  
STANLEY & CO.

JULY 23. FORRESTA, British str., 2,615, H. A.  
PETERS, London 23rd June, and Singapore  
17th July, General—P. & O. S. N. CO.

JULY 23. TALES, German str., 823, CALDER,  
HONGKONG 21st July, Coal.—JARDINE, MA-  
THESON & CO.

JULY 23. TIR, Norwegian str., 1,317, L. H.  
GRAN, MOG 18th July, Coal.—ODERER

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

## 23RD JULY.

CHONG, British str., for HOIHOE.

MATHILDE, German str., for HOKHOU.

POLYPHEMUS, British str., for SINGAPORE.

WINGSAU, British str., for SHANGHAI.

DUNGEON, German str., for AMoy.

KACHIDATE MARU, Jap. str., for KUCHINOSHIMA.

DAPHNE, German str., for SHANGHAI.

## DEPARTURES

JULY 23. DECIMA, German str., for SAIKON.

JULY 23. CHOWWA, British str., for BANGKOK.

JULY 23. CHUAN, German str., for SAIGON.

JULY 23. DANTE, German str., for AMoy.

JULY 23. DIAO, German str., for SHANGHAI.

JULY 23. FREDERIC, British str., for CANTON.

JULY 23. KACHIDATE MARU, Japanese str., for  
KUCHINOSHIMA.

JULY 23. POLYPHEMUS, British str., for LONDON.

JULY 23. WINGSAU, British str., for SHANGHAI.

JULY 23. INDEPENDENT, German str., for CELEB.

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Per POLEZAN, str., from Japan—Mrs. E.  
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Mrs. DEANE.

## DEPARTED

Per COPIC, str., for AMoy—MISS S. HERA,  
SCHABERT, str., and MAMFOUD, for NAGASAKI.

MISS E. S. KIVOK and H. K. BROWN,  
For KOBE—MISS R. K. KIMURA and MR. KATO.

For YOKOHAMA—MR. AND MRS. J. E.  
DEAN, For PARIS—MR. LEON KAU, For  
PORTLAND—Rev. H. TAYLOR and family, and Miss  
GRIMM, For SIX FRANCIS—Mr. LIOU FOOK KAH,

Mr. QUAN YAN and daughter Mr. S. WHITE,  
For LONDON—Mr. COOPER, Miss GOODWIN, From  
HONGKONG—Mr. ROGER, Miss GOODWIN, From  
HONGKONG—Mr. J. WONG HIN TONG, For LONDON—Mr. J. A. HENSEL.

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## THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

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## The Daily Press.

HONGKONG, JULY 24th, 1896.

Mr. CHAMBERLAIN has treated the representations made to him with respect to the  
military contribution with some consideration, and there appears now no hope whatever of our grievance securing redress.

Had we had a Municipal Council administering a revenue raised by itself there is no doubt that such revenue would have been exempted from payment of the 17% per cent. levied on the general revenue of the colony for military contribution; in fact it would never have occurred to any one to include it, any more than in the cases of the Straits Settlements, Ceylon, or Mauritius. But in Hongkong unfortunately there is no distinction made between municipal and general revenue; both go into the same account and are treated as colonial revenue, and the 17% per cent. having been calculated on an example of what is termed diplomatic language. Mr. WHITEHEAD asked if there was any correspondence in existence from the Colonial officials to the Home authorities and vice versa between the 25th August, 1894, the date of Lord ROPER's despatch, and the 29th May, 1896, the date of Mr. CHAMBERLAIN's despatch on the subject, and if so, would the Government lay it upon the table; if not, why not. The reply of the Colonial Secretary was that the Government had no further correspondence to lay upon the table, all public correspondence having already been killed. That means, as we read it, that there has been correspondence, but that it is not of a nature which pleases the Government to make public, and that it is therefore to be treated as private or confidential. If there had been no correspondence whatever Mr. LOOKHART would naturally have answered the question with a direct negative. What line of distinction is drawn between public and non-public correspondence on such a subject we do not know, but it is certain there ought to be no such distinction at all. The form in which the answer was given evades altogether Mr. WHITEHEAD's inconvenient "if not, why not?"

The C. P. steamer Empress of India arrived at Vancouver on Tuesday last.

Wirth's Circus came last night. Our notice of the performance will appear to-morrow.

For maintaining illegal cockfights at 10s. and 10s. Preys, the owner of the premises was yesterday fined 310.

There were two cases of plague yesterday; one was imported from Canton and the other came from the west end of the city.

The C. P. steamer Empress of Japan, from Hongkong, arrived at Amoy at 8 a.m. yesterday morning and left again at 6 p.m. for Shanghai.

Two sailors belonging to the Boats were guilty of disorderly conduct on Wednesday night and they were yesterday fined 3s each at the Police Court.

From the Manilla Comercio we learn that a syndicate has been formed in Manilla for the construction and working of railways in the Philippines.

A fire took place at Manila on the evening of the 15th July in the Calle de Benavides and Calle de Soler, in which seventeen houses were burnt down.

A telegram has been received by the Japanese Government announcing that M. HITTO, Russian Minister to Tokyo, who went home on a holiday a few months ago, has died suddenly.

It is notified by the Cable Company that communication between Shanghai and Japan is totally interrupted by typhoon and restoration cannot be expected for three or four days.

The P. M. steamer City of Peking, with mails, &amp;c., left San Francisco for this port via Honolulu, Yokohama, and Nagasaki, on the 11th instant.

The N. D. L. steamer Sachsen, carrying the German mails with dates from Berlin of the 20th June, left Singapore on the 2nd inst., at 3 a.m., and may be expected here on or about Tuesday, the 23rd inst.

According to a Tokyo press despatch, the new treaty with Germany was approved by the Japanese Privy Council on the 11th inst., and immediately ratified by the Emperor. The ratifications will be exchanged at Berlin. The Japanese customs and trade marks in the new treaty will be put into operation immediately after the exchange of ratifications.

His Lordship the Chief Justice was very considerate to the legal gentlemen engaged in the Mortha shooting case at the Supreme Court yesterday. He said that he had been greatly gratified that he learned counsel on both sides agreed that he should be the judge in the case, while his Lordship did the same. It is well that common sense breaks through ancient stiff customs during this almost unbearably dry weather.

weak side of the case put forward, and the representation would present itself to the impartial home reader as unreasonable.

H. E. the Governor in forwarding the memorandum to the Secretary of State has followed to a great extent the line adopted by the unofficial members, the major portion of his despatch being devoted to an argument in favour of the exemption in whole or in part of the postal revenue. The argument could carry conviction to no one; it is mere sophistry, a splitting of hairs, and altogether unbusiness-like and impracticable. As Mr. CHAMBERLAIN remarks, most of the arguments advanced by His Excellency on this point would apply equally to several other heads of revenue, e.g., harbour receipts, court receipts, and water receipts, all of which might in one sense be regarded as reimbursements in aid of expenditure. The right hon. gentleman might have gone further and said that the 17% per cent. were levied only on the revenue remaining after the payment of all stipulated for in the colony's finances are not sufficient to cover the colony's expenses. The Acting Captain Superintendent of Police.

The latest heat has been playing sad havoc and many residents in the colony have prostrated by the terrible high temperature. Early yesterday Mr. Evans Drysdale, a half-breed, was sent to the Supreme Court, died very suddenly. He was appointed to the post only last Thursday and was at work up to yesterday midday. There is no doubt that he succumbed to the heat. He was formerly in the Naval Yard.

We learn from the Manilla Steamer Kaito that the Nippon Yutan Kaito has appointed Japanese captain to the Taku-Tien-tsin, running between Taku and Vladivostok, and the Higashinawa on the Koko-Tien-tsin line. Mr. Yoshi-nawa Suzuki has been appointed to the command of the Taku and Mr. Murai to the command of the other vessel. Our contemporaries tell us this is the first time that Japanese captains have been appointed to command of the N.Y.K. steamers ever abroad. One reason for placing a Japanese captain in the Taku-tzu-saurs, says a contemporary, is that the feeling of Russias towards the steamer did not seem to be satisfactory when commanded by an Englishman.—Koko Chronicle.

A judicious despatch of the 13th July says—“It is considered that the Treaty of Commerce between Japan and China will be signed in a few days. The plenipotentiaries have disagreed in their interpretation of the clauses in the Shimoneko Treaty relative to manufacturing in China, and the Japanese plenipotentiary has considered it advisable to submit the provisions in the new Treaty relating to the subject, and the question would be easily decided by the conclusion of the Treaty.”

It is thought that there is no need to repeat these provisions in the new Treaty, as they are expressly stipulated in the Shimoneko Treaty, and the rights of Japan in connection with that matter will in no way be impaired, so long as the Shimoneko Treaty holds good.

The members of the Finance Committee had to be reminded of their duty by the Chairman at the meeting on Wednesday. When the first vote was put to the meeting there was only one “aye.” The Chairman announced, “One aye, no more, the yeas have it.” On the occasion not a single voice was heard for the vote was put. The chairman and no noise, no groanings. Mr. Lockhart remonstrated quite distinctly. This mild remonstrance brought the two half-voiced “yes” but on the next vote being put the numbers suddenly, though they ought to say something and there was quite startling. The ordinary practice, however, hardly calls for such a demonstration. The “aye” are usually taken as “having it” unless a division is called for.

At the Police Court yesterday before Hon. Commander Hastings, Chinaman was sent to gaol for shooting for stealing a silver watch and chain from S. Blue Building. The property belonged to C. H. G. Wilkinson, of the Naval Yard, and it is supposed that the prisoners climbed a telephone pole, jumped on to the window, and stole the watch and chain from the window.

During the hearing of the action in the Supreme Court yesterday Mr. T. Sercombe (Acting Justice Judge) called an acting sergeant interpreter (Chinese), who was going to act as a witness, spying through a hole in the door, and listening to the evidence. His Excellency at once sharply called the officer aside and promptly ordered him to strip from the head to the waist. He was reported to the Acting Captain Superintendent of Police.

The statistics mentioned below may be interesting, revealing as they do the way in which junks have been treated at the open ports of Foochow on 23rd February.

Number of junks entered during the same period.

Cases of confinement from Chinese who violated the regulation at Tamsui (including 6 cases of opium).

Two more cases are pending decision.

The junks with which Chinese junks have been treated by the Imperial Customs will be apparent from the foregoing statement.

Nevertheless, most remarkable increase in the number of Chinese junks has been made.

(1) The Sanitary Board resolved to

disinfect the junks.

(2) The establishment of a hospital for

Chinese junks on the coast of Formosa.

would man come up one of the officers who believed it was the second officer—look hold of him by the neck. The man was sent to his tent and from thence to the office. The next day he was sent to the ship. In consequence of his noise the head of the hatchway was broken. He was sent to the ship again from No. 4 hatchway to see what was going on, and he was passing it when he was hit one of the officers hit him with a piece of wood. The coils shot out and a kind of general messes were sent to the ship. The next day he was discharged, according to the evidence of the prosecutor was that a European was with a revolver in his hand and that he fired a number of shots at six o'clock. Four of the shots took effect, but of the other two hit the man in the shoulder. He was sent to the ship again from No. 4 hatchway to see what was going on, and he was passing it when he was hit one of the officers hit him with a piece of wood. 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which, whether, private or public, should, from a police point of view and for the promotion of life and property, be illuminated with delay.  
W. C. H. Hastings,  
Chairman,  
C. P. CHATER,  
Ho Kai,  
To His Excellency GOVERNOR Sir W. Robinson,  
K.C.M.G.

The above report was referred to the Director of Public Works, who in his reply says—  
General speaking, the question of lighting streets may be divided into two heads, viz.—  
(1) The lighting of public streets, roads, and lanes; and  
(2) The lighting of private streets, roads, and lanes.

This Report can only properly be designated "public lighting," though perhaps from a police point of view it is also one which may consider equally if not more important.

In urban districts in England, the improvement, including lighting, of private streets and roads is regulated by the section 150, Public Health Act 1875, under which section the urban authority has power to call upon the owner or owners of the property abutting thereon to pave, channelise, or not light to the satisfaction of the authority to carry out the necessary works within a specified time.

The question of the efficient construction, maintenance, and lighting of private streets and lanes is one that I have on previous occasions referred to.

In my opinion the owners of property abutting on private streets and lanes should be liberally treated in all cases where such owners are required to hand the private streets and lanes that are used as public thoroughfares over to the Government, but until such streets and lanes are taken over by the Government the cost of efficiently lighting them will fall entirely on the owners of property abutting thereon, and I would remark that the cost of lighting the city during 1895 was \$42,500, whilst the revenue derived from the rate of 14 per cent levied for lighting purposes on the present valuable value amounts to \$40,700, leaving a balance of some \$700 per annum only to cover the increased cost of lighting the private streets, and it is not necessary to place the lighting of the public streets on a satisfactory basis, as well as the increased annual cost of maintaining the additional lights required.

It is not therefore my intention to enter further upon the question of lighting private streets and lanes, but merely to point out that owing to the nature and considerable extent of the obstructions so often to be found in such streets and lanes, brackets on the walls would be of little use and probably lamps fixed on posts in the middle of the street or lane would be found the most efficient means of lighting.

Generally speaking, I am of opinion that considerable improvements may be effected in the lighting of the streets of Victoria at a small cost, before undertaking such alterations it would be well to decide on the general principles to be adopted, and I recommend that a district should be taken in hand and improved in accordance as far as practicable with the following rules:—(a) All gas houses need to be of the pattern known as the "A" pattern. (b) In streets of 50 feet and less in width the lamps to be known as the "B" pattern. (c) In streets exceeding 50 feet in width and at important junctions the burners to be those known as the "C" pattern. (d) All lamps to be placed at distances apart of about 70 yards, which should be considered a maximum. (e) The glazing in the upper part of all lanterns to be of glass 1/2". (f) All brackets to be polished and lamp posts fixed instead. (g) The height of lamp posts, except when carrying "clusters," not to exceed 10 feet 6 inches.

The subject is discussed in detail in reference to the city and Kowloon and the extension of public lighting is recommended.

Turning now to the Peking District, this district requires 100 lamps, 100 hours for the official lighting of the roads, exclusive of the Magazine Gap district. I have omitted the latter, owing to the necessity, if this district is included, of laying a new main from Queen's Road East up the Wan Chai Gap Road, the cost of which would not compare at all favourably with the advantages to be gained. The estimated cost of this would be \$45,000.

There is no present no rate for lighting in the Peak District. The annual rating valuation is \$96,450, 1/4 per cent per annum rate would realize an annual revenue of \$3,440, and the annual cost of lighting and maintaining 100 lamps would be 100 at \$8,600, or equivalent to, say, 1/4 per cent on the rating valuation.

A JAPANESE VOLUNTEER FLEET.  
Mr. Asano, President of the Toyo Kisen Kwaisho, has submitted a scheme to the Government for the formation of a Fleet in Far East, very similar to that of the well-known Russian organisation. Government aid is sought from the outset in the shape of grants towards the building of the steamers. In case of emergency they are to be immediately at the disposal of the Naval Authorities, while ordinarily they will be employed for mercantile purposes and developing the maritime prestige and commercial interests of Japan. All vessels would be built with a view to speedily equipping as armed cruisers; the officers would be appointed from the Naval Reserve and preference shown for men similarly trained. Naval training is to be regularly given and naval discipline observed in every respect possible. An undertaking is offered that trade routes will be chosen and competitive with existing Japanese shipping. The active supervision of the Naval Department is requested in initiating the fleet and in directing its movements to best advantage in the matter of keeping the vessels within call. The Company asks leave to increase its capital commensurately with whatever grant may be made, the main idea being to establish a really strong fleet to do honor to the Empire even in excess of the Company's actual trading requirements.

Hugo Nease,  
SHIPPING REPORTS.  
The British steamer *Palaus*, from Japan 9th July, had fine weather with low barometer throughout.  
The British steamer *Hochou*, from Wuhan 17th July, Chinkiang 18th, and Woosung 19th, had light to moderate S.E. to E. wind blowing, the weather being cloudy. From Hiehau to Tung Ying experienced a heavy S.E. swell, the wind veering to N. and N.E. and continuing light that direction till Turnabout was passed. The light winds were followed by strong gusts, the barometer falling steadily from the time of leaving port to arrival (from 23.74 to 23.47, lowest reading.)

EXPORT CARGOES.  
Per steamer *Rambou*, sailed 9th July, for New York—6,632 packages fire crackers, 2,700 packages cassia bark, 200 packages camphor, 20 boxes chinaware, 1,800 pieces raw merino.

For M. L. steamer *Melbourne*, sailed 22nd July. For France—333 bales silk, 18 bales hair, 24 cases silk piece goods, 50 cases cassia, 1 case machinery, 319 packages tea, and 27 packages canes. For London—75 bales raw silk.

KANANGA OF JAPAN.  
A NEW TOILET WATER  
Prepared by RIGAUD & Co.

PERFUMES BY APPOINTMENT TO THE ROYAL FAMILIES OF SPAIN, HOLLAND, AND GREECE.  
8, RUE VIVIENNE, PARIS.

A purely vegetable toilet Water which possesses the most refreshing properties. It makes the skin white, soft, and velvety, imparting to it a fragrant perfume; it is a sure remedy against freckles or pimples.

It fortifies the delicate parts of the body, and is especially recommended to ladies for the intimate toilet care.

Sold in pint bottles throughout the world.  
BEWARE OF IMITATIONS.

And take only "RIGAUD'S KANANGA".

## IMITATIONS.

## CUTLER, PALMER, &amp; CO.

Have been Shippers to CHINA for nearly over the World. Their Brands are favorably known all over the World.

## A1 QUALITY COGNAC.

Distinguished by 4 STARS on the label.

Price \$16.00 per 1 dozen bottles.

We strongly recommend it.

Analyzed and Certified by Professor Caswell.

Price \$16.75 per 1 dozen bottles.

## SUPERIOR OLD COGNAC.

Distinguished by 3 STARS on the label.

Price \$17.75 per 1 dozen bottles.

## VERY GOOD COGNAC.

Somewhat younger than the above.

Distinguished by 2 STARS on the label.

Price \$14.00 per 1 dozen bottles.

## PALL MALL WHISKY.

Eleven years old, very fine quality. Each bottle bears an analyst's certificate.

The quality is guaranteed.

Price \$16.75 per 1 dozen bottles.

Well-matured HIGHLAND MALT WHISKY.

Blended by CUTLER, PALMER & CO. Moderate in price, excellent in quality.

Price \$14.00 per 1 dozen bottles.

BRODIE & CO.'S FINE SCOTCH WHISKY.

in "Squat" Bottles.

Price \$10.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY.

in Patented Bottles.

Price \$9.00 per 1 dozen bottles.

GLENIFER BLEND SCOTCH WHISKY.

Moderately priced, good quality.

Price \$8.50 per 1 dozen bottles.

Agents—SIEMSSON & Co., HONGKONG.

HONGKONG W. ROBINSON & CO.

150 PIANOS FOR HIRE ON MONTHLY PAYMENTS.

PIANOS REPAIRED TO NEW—WORK WARRANTED.

TUNING BY EXPERIENCED MEN ONLY.

SECOND HAND PIANOS CHEAP.

## Apollinaris

## THE QUEEN OF TABLE WATERS.

## First in Purity.

## BRITISH MEDICAL JOURNAL.

"Has a charm which makers of artificial aerated waters do not even dream of."—MORNING ADVERTISER.

## SOLE AGENTS:

## CARLOWITZ &amp; CO.

## HONGKONG, CANTON, SHANGHAI, TIENSIN, AND HANKOW.

KELLY & WALSH, LIMITED.

POPULAR FRENCH WORKS.

FABRIC WORKS—Mer. 2 vols. \$3.00

French, German, 2 vols. \$3.00

U. S. Crim. d'Amour. \$1.50

## NOTICE TO CONSIGNEES

STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES

## NOTICE

CONSIGNEES OF CARGO from Bowdoin S.S. President Long *L'Allier* and Ville de Marseilles in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. At Kowloon whence delivery may be made directly after landing.

Optional cargo will be forwarded on unless information is received from the Consignees before NOON TO-DAY, the 18th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters.

Consignees despatched unclaimed after SATURDAY, the 25th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before SATURDAY, the 25th inst., or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 24th inst., at 4 P.M.

No fire insurance has been effected.

G. DE CHAMPEAUX

Agent.

Hongkong, 18th July, 1896.

[1671]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOUREABAYA.

THE Steamship

"PAKHOL"

Captain Stott will be despatched as above TO-

DAY, the 24th inst., at NOON.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd July, 1896. [1671]

[1671]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"HOIHOW"

Captain Goodall will be despatched as above TO-MORROW, the 25th inst., at 10 A.M.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 24th July, 1896. [1672]

[1672]

FOR SINGAPORE HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient indentment offered.)

Taking Cargos at through rates to ANTWERP,

AVERTERDAM, ROTTERDAM, LONDON, PORTO,

LONDON, LIVERPOOL, and BIRMINGHAM.

THE Steamship

"OCEANA"

Captain H. Formes will be despatched for the above ports on SUNDAY, the 26th inst., at DAYLIGHT.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Steward.

For Freight or Passage apply to

SIEMSEN &amp; CO., Agents.

Hongkong, 18th July, 1896. [1672]

[1672]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIWAN".

Captain Nelson will be despatched as above on WEDNESDAY, the 29th inst.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd July, 1896. [1673]

[1673]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rate offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

Optional cargo will be forwarded, unless notice to the contrary be given before 3 P.M. to-day.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 1st prox., at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; CO.

Agents.

Hongkong, 19th July, 1896. [1673]

[1673]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"SENTA"

Captain J. Voss, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriters and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded, unless notice to the contrary be given before 3 P.M. to-day.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No fire insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 21st July, 1896. [1673]

[1673]

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. &amp; CO'S S.S. "DIOME"

FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned no later than the 25th inst. for shipment per steamer "ANTALUS".

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd July, 1896. [1674]

[1674]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOT, AND TAMSUI.

THE Company's Steamship

"HAILOONG."

Captain Davis will be despatched for the above ports on TO-DAY, the 24th inst., at NOON.

For Freight or Passage apply to

DOUGLAS LAPRAK &amp; CO., General Managers.

Hongkong, 22nd July, 1896. [1674]

[1674]

FOR YOKOHAMA AND KOBE.

THE Steamship

"SENTA"

Captain J. Voss, will be despatched for the above ports on TO-DAY, the 24th inst., at 2 P.M.

For Freight, apply to

SIEMSEN &amp; CO., Agents.

Hongkong, 21st July, 1896. [1675]

[1675]

FOR SWATOW, AMOT, AND TAMSUI.

THE Company's Steamship

"HAILOONG."

Captain Davis will be despatched as above on or about TO-DAY, the 24th inst.

For Freight or Passage apply to

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 22nd July, 1896. [1675]

[1675]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"AREATOON APOAR."

Captain J. H. Haase will be despatched for the above port TO-MORROW, the 25th inst., at 5 P.M.

For Freight or Passage apply to

DAVID SASSON, SONS &amp; CO., Agents.

Hongkong, 21st July, 1896. [1674]

[1674]

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA-CHINA-JAPAN LINE.

FOR SINGAPORE, BATAVIA, SAMA-

RANG, AND SURABAYA.

THE Steamship

"CASSIUS"

Captain M. Urash will be despatched for the above port TO-MORROW, the 25th inst., at 5 P.M.

Through Bills of Lading issued for all ports in the EAST, INDIAN ARCHIPELAGO, AMSTERDAM, ROTTERDAM, GIBRALTAR, MARSEILLE, BETWEEN, LONDON, NAPLES, LEGHORN, and TRIPOLI.

For Freight or Passage apply to

LAUTS, WEIGENER &amp; CO., General Agents.

Hongkong, 23rd July, 1896. [1676]

[1676]

JAVA-CHINA-JAPAN LINE OF STEAMERS.

Under Management of the

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS

(Subject to alteration)

S.S. CASIUS ... To JAVA July.

S.S. FEDERATION ... To JAVA August.

S.S. GERMANY ... To JAVA Sept.

S.S. GERMANY ... To JAPAN August.

S.S. CASSIUS ... To JAPAN Sept.

S.S. FEDERATION ... To JAPAN Oct.

General Agents for China and Japan.

LAUTS, WEIGENER &amp; CO.

Hongkong, 17th July, 1896. [1676]

[1676]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOUREABAYA.

THE Steamship

"PAKHOL"

Captain Stott will be despatched as above TO-

DAY, the 24th inst., at NOON.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd July, 1896. [1671]

[1671]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"HOIHOW"

Captain Goodall will be despatched as above TO-MORROW, the 25th inst., at 10 A.M.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 24th July, 1896. [1672]

[1672]

FOR SINGAPORE HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient indentment offered.)

Taking Cargos at through rates to ANTWERP,

AVERTERDAM, ROTTERDAM, LONDON, PORTO,

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